

## SAN BERNARDINO COUNTY INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

### PROJECT LABEL:

<b>APN:</b>	0292-071-58
<b>APPLICANT:</b>	Prologis/Jim Jachetta
<b>COMMUNITY:</b>	Redlands/3 <sup>rd</sup> Supervisorial District
<b>LOCATION:</b>	North of Palmetto Avenue, west of Buckeye Street, south of River Bluff Avenue, and east of Alabama Street
<b>PROJECT NO:</b>	P201300064/CUP
<b>STAFF:</b>	Ernest Perea, Contract Planner
<b>REP('S):</b>	MIG Hogle-Ireland Inc. (Pamela Steele)
<b>PROPOSAL:</b>	CUP to construct one industrial building to be used as an Industrial Distribution Warehouse not to exceed 289,327 square feet on 13.29 acres.

**USGS Quad:** Redlands 7.5 Minute 1996  
**T, R, Section:** T1S R3W Sec. 16 NW ¼  
**Thomas Bros.:** Page 607 Grid: H3

**Area Plan:** East Valley Area Plan  
**OLUD:** EV/IR (Regional Industrial)  
**Overlays:** AR-3 (Airport Safety)

### PROJECT CONTACT INFORMATION:

**Lead agency:** San Bernardino County  
Land Use Services Department - Current Planning Division  
385 North Arrowhead Avenue, First Floor  
San Bernardino, CA 92415-0182

**Contact person:** Ernest Perea, Contract Planner  
**Phone No:** 951-214-2739 **Fax No:** (909) 387-3249  
**E-mail:** ernestperea@ymail.com

**Project Sponsor:** Jim Jachetta - Prologis  
17777 Center Court Drive N, Suite # 100, Cerritos, CA 90703

**Consultant:** MIG|Hogle-Ireland, Inc.  
1500 Iowa Avenue, Suite 110, Riverside, CA 92507

### PROJECT DESCRIPTION:

The proposed project is a Conditional Use Permit to construct one industrial building to be used as an Industrial Distribution Warehouse. The building totals 289,327 sq. ft. including 10,000 sq. ft. of office space. The project site has a gross net area of 13.29 acres. The percentage of building coverage is 49.96% and landscaping covers 86,977 sq. ft. A vegetated detention basin will be constructed along the west side of the building on Alabama Street. The project will be located north of Palmetto Avenue, east of Alabama Street, west of Buckeye Street and south of River Bluff Avenue in the 3<sup>rd</sup> Supervisorial District and not within the City of Redlands Sphere of Influence.

The proposed building is intended to be used as an Industrial Distribution Warehouse; however, an end user has not been identified at this time, as such, specific details about the future operation of the facility are not currently available. The proposed design will be a concrete tilt-up building. The project includes 154 standard, clean air/vanpool/electric vehicle, and handicap parking spaces and 70 dock doors.

The project will have access to River Bluff Avenue via one 26-foot and one 40-foot driveway. Additional access is provided via a 26-foot and 40-foot driveway south of the site on Palmetto Avenue. Interior drive aisles have a minimum width of 26 feet to provide adequate emergency access as required by the Fire Department.

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The project will include the following street improvements:

- Construct full depth pavement widening on the east side of Alabama Street and construct a 14 foot wide median with turn pockets at Palmetto Avenue and River Bluff Avenue
- Construct curb return and handicap ramp at the northeast corner of Alabama Street and Palmetto Avenue
- Construct an eight-inch curb and gutter and six foot sidewalk on north side of Palmetto Avenue and include minor pavement widening

As defined by San Bernardino County, warehouse/distribution facilities are used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses. These facilities are commonly constructed utilizing concrete tilt-up technique, with a typical ceiling height of at least 24 feet. High-cube Warehouse/distribution centers are generally greater than 100,000 SF in size with a land coverage ratio of approximately 50% and a dock-high loading ratio of approximately 1:5,000-10,000 SF.

#### **ENVIRONMENTAL/EXISTING SITE CONDITIONS:**

The project site is a highly disturbed vacant industrially zoned lot with significant debris found on site during inspection. The site is surrounded by warehouse distribution facilities to the north, a vacant lot to the west and privately owned citrus groves to the east and south. On-site vegetation is minimal consisting of ruderal grasses and weeds. The topography of the site increases in elevation from north to south by approximately 15 feet, ranging from 1,225 feet to 1,249 feet.

The project site is approximately 0.94 miles southeast of the San Bernardino International Airport formerly known as Norton Air Force Base and is located within an Airport Safety Review Area 3 (AR3.)

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AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT
SITE	Vacant	East Valley Regional Industrial (EV/IR)
North	Light Industrial	East Valley Regional Industrial (EV/IR)
South	Orange Groves	East Valley Regional Industrial (EV/IR)
East	Vacant/Orange Groves	East Valley Regional Industrial (EV/IR)
West	Vacant	East Valley Regional Industrial (EV/IR)

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

Federal: None

State of California: None

County of San Bernardino: Land Use Services - Code Enforcement; Building and Safety, Public Health-Environmental Health Services, Special Districts, Public Works. County Fire and Sheriff

Local: None

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### EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on seventeen (17) major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study Checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant	No Impact
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Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact.** Therefore, no impacts are identified or anticipated and no mitigation measures are required.
2. **Less Than Significant Impact.** Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. **Less Than Significant Impact with Mitigation.** Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List mitigation measures)
4. **Potentially Significant Impact.** Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are: (List the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.



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### ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources               | <input type="checkbox"/> Geology /Soils                     |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials    | <input type="checkbox"/> Hydrology / Water Quality          |
| <input type="checkbox"/> Land Use/ Planning       | <input type="checkbox"/> Mineral Resources                | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population / Housing     | <input type="checkbox"/> Public Services                  | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities / Service Systems      | <input type="checkbox"/> Mandatory Findings of Significance |

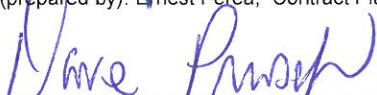
### DETERMINATION:

On the basis of this initial evaluation, the following finding is made

- ☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
Signature (prepared by): Ernest Perea, Contract Planner

7.24-13  
Date

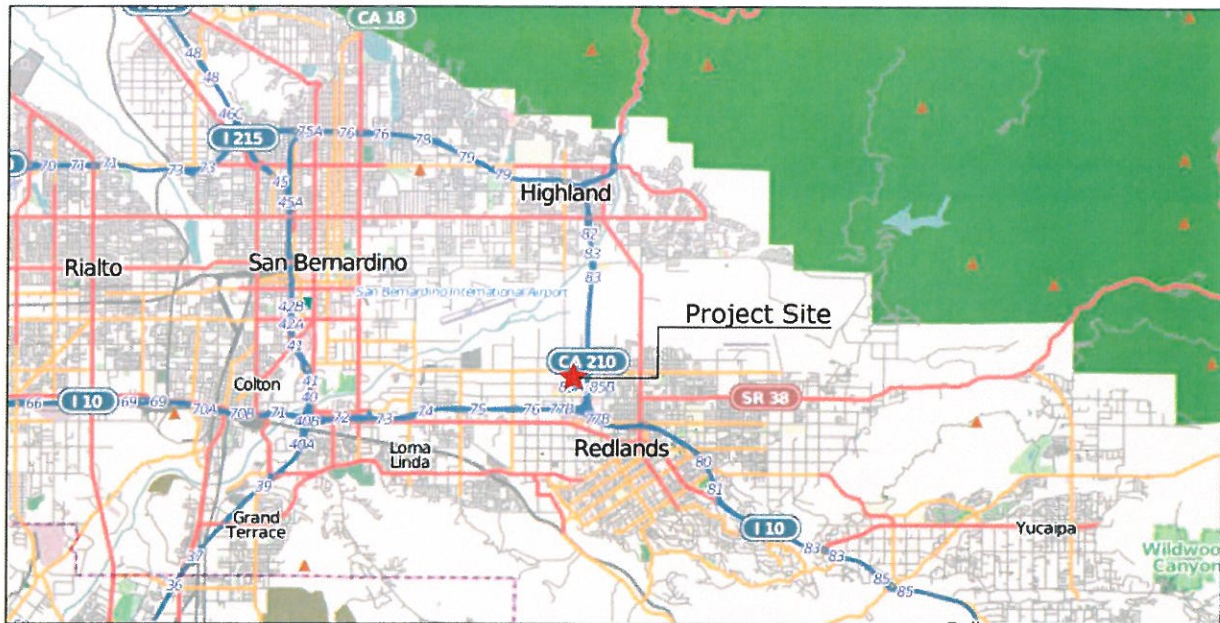
  
Signature: David Prusch, Supervising Planner

7-24-13  
Date

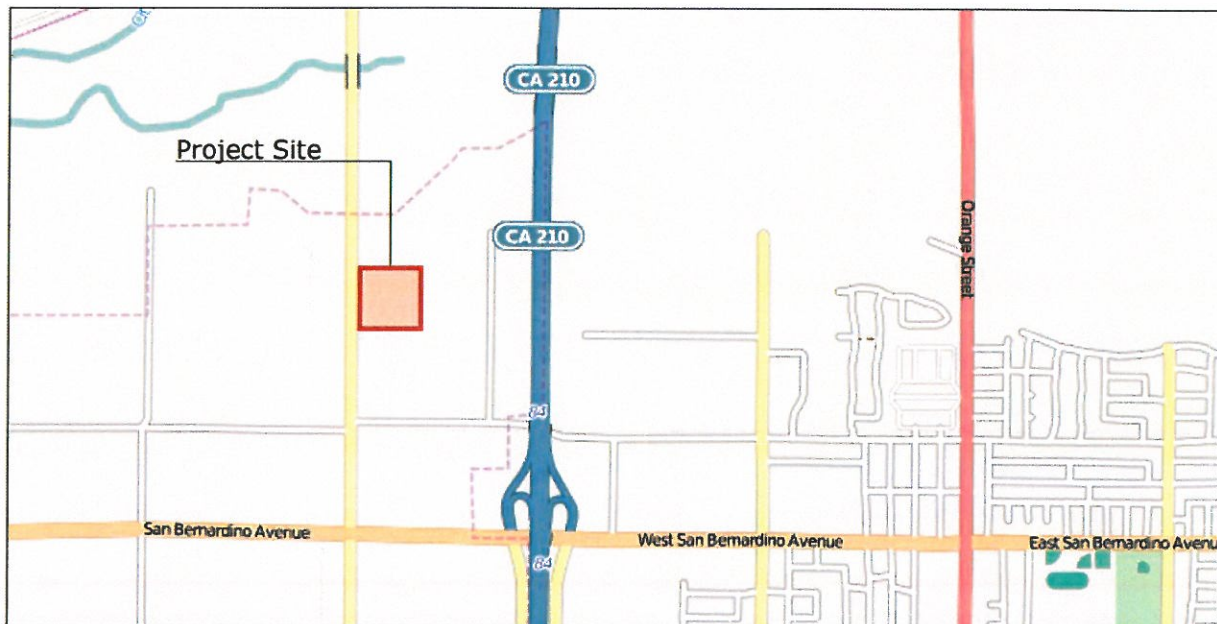
**APPENDICES (On Compact Disk)**

- A. Air Quality and Climate Change Assessment.**
- B. Phase 1 Environmental Site Assessment**
- C. Noise Study**
- D. Traffic Study**

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Regional Context Map

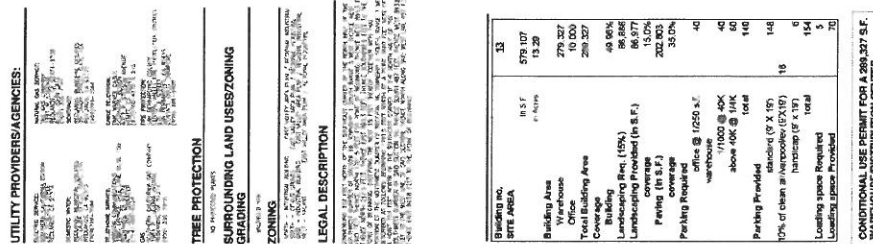


Vicinity Map

Prologis Park – Redlands #13

Location Map

Exhibit 1





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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
I. <b>AESTHETICS</b> - Would the project				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION** (Check ☐ if project is located within the view-shed of any Scenic Route listed in the General Plan):

- I a) **No Impact.** The proposed project is not located within a designated State or local Scenic Corridor and will not have a substantial adverse effect on a scenic vista, as there are none identified within the vicinity of the project site. .
- I b) **No Impact.** The project will not substantially damage scenic resources, including, but not limited to, rock outcroppings and historic buildings within a state scenic highway, because the site is not adjacent to a state scenic highway and there are no rock outcroppings, or historic buildings on the project site. No impacts will occur.
- I c) **Less Than Significant Impact.** The proposed project will not substantially degrade the existing visual character or quality of the site and its surroundings. The site north of the project is an existing industrial facility; the lot east of the project across Alabama Street is vacant. Palmetto Avenue will be extended east of Alabama Street and continue east to the end of the project site. Landscaping will be provided along the project perimeters, which includes canopying and flowering accent trees as well as groundcover. This landscaping will be consistent with what currently exists in the surrounding area. The proposed project is consistent with the planned visual character of the area and will incorporate the design guidelines/standards found in the East Valley Area Plan, including landscaping, buffering, and screening as appropriate. With these design features, impacts to visual character and quality to the site and surroundings are considered less than significant.
- I d) **Less Than Significant Impact.** Lighting proposed onsite will be designed in accordance with the design standards of the County Development Code and Specific Plan. Adherence to these standards will ensure that the project will not create a new source of substantial light or glare by requiring lighting to be shielded or hooded and to prohibit light trespass onto adjacent properties. Impacts are considered less than significant.

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Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**II. AGRICULTURE AND FORESTRY RESOURCES -**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Result in loss of forest land or conversion of forest land to non-forest use?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**SUBSTANTIATION** (Check ☐ if project is located in the Important Farmlands Overlay):

- II a) **Less than Significant Impact.** The subject property is identified as Prime Farmland in the Farmland Mapping and Monitoring Program (FMMP) prepared by the California Department of Conservation. Prime Farmland is considered to be land with the best combination of physical and chemical characteristics able to sustain long term production of agricultural crops. Implementation of the project will entail the loss of soils that are associated with the Prime Farmland designation. However, the County of San Bernardino General Plan contemplated the loss of designated farmland in the General Plan EIR. In it, the County found that the loss of designated farmland would occur in the project area. The County General Plan adopted overriding considerations for the significant unmitigatable impact associated with loss of farmland. Because of this General Plan finding, the proposed project's impact to designated farmland is considered less than significant.



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- II b) **No Impact.** The subject property is not designated or zoned for agricultural use and the proposed project does not conflict with any agricultural land use or Williamson Act land conservation contract. No impact would occur.
- II c) **No Impact.** The site is not zoned as forest land or timberland by San Bernardino County or the State of California Conservation Department as denoted by the San Bernardino General Plan and California Department of Conservation Maps. No impact would occur.
- II d) **No Impact.** There is no forest or timberland located on the project site. No impact could occur.
- II e) **Less Than Significant Impact.** The proposed project will develop approximately 13.29 acres of an existing vacant lot that is covered with ruderal vegetation and debris. Although the area has a history of agricultural use and on adjacent parcels to the east and south, the project in and of itself will not involve changes that could result in the conversion of Farmland to non-agricultural uses as discussed in the response to Question IIa above.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
III. <b>AIR QUALITY</b> - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION** *The following summaries are based in part on the project Air Quality Assessment prepared by Hogle-Ireland in April 2013. Please reference this document for further details (Appendix A).*

III a) **Less Than Significant Impact.** A significant impact could occur if the proposed project conflicts with or obstructs the implementation of South Coast Air Basin 2012 Air Quality Management Plan. Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2012 Air Quality Management Plan (AQMP) is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented below:

1. The project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, with mitigation incorporated, as demonstrated in Section IIIb of this Initial Study; therefore, the project could not result in an

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increase in the frequency or severity of any air quality standards violation and will not cause a new air quality standard violation.

2. The project includes construction of 186,800 SF of warehousing and office space on 9.05 AC. The proposed warehouse is consistent with the development and use standards for the East Valley Area Plan. The Area Plan was last revised in 2008 and has not been comprehensively updated since the 2012 AQMP was adopted, therefore, the land use projections used in the Area Plan are assumed to be equivalent to the growth projections utilized in the 2012 AQMP.

Based on the consistency analysis presented above, the proposed project will not conflict with the 2012 AQMP.

- III b) **Less Than Significant Impact With Mitigation Incorporated.** Short-term criteria pollutant emissions will occur during site preparation, grading, building construction, paving, and painting activities. Emissions will occur from use of equipment, worker, vendor, and hauling trips, and disturbance of onsite soils (fugitive dust). To determine if construction of the proposed warehouse could result in a significant air quality impact, the California Emissions Estimator Model (CalEEMod) has been utilized. The results of the CalEEMod outputs are summarized in Table 1 (Unmitigated Maximum Daily Construction Emissions) and Table 2 (Mitigated Maximum Daily Construction Emissions). Based on the results of the model, without mitigation, maximum daily emissions from the construction of the warehouse will result in excessive emissions of volatile organic chemicals (identified as reactive organic gases) associated with interior and exterior coating activities.

**Table 1**  
**Unmitigated Maximum Daily Construction Emissions (lbs/day)**

Source	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sup>10</sup>	PM <sup>2.5</sup>
<i>Summer</i>						
2014	2.58	15.65	23.81	0.06	5.19	0.79
2015	671.14	30.18	21.73	0.06	5.15	2.56
<i>Winter</i>						
2014	2.64	16.21	22.71	0.05	5.20	0.80
2015	671.14	30.19	21.34	0.05	5.16	2.56
<b>Threshold</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Substantial?</b>	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

To compensate for excessive VOC emissions from coating activities, the following mitigation measure is required:

***Mitigation Measure III-1. Coating Restrictions. Prior to issuance of building permits, the project proponent shall submit, to the satisfaction of County Planning, a Coating Restriction Plan (CRP), consistent with South Coast Air Quality Management District (SCAQMD) guidelines and a letter agreeing to***

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*include in any construction contracts and/or subcontracts a requirement that the contractors adhere to the requirements of the CRP. The CRP measures shall be implemented to the satisfaction of County Building and Safety. These shall include the following:*

- *The volatile organic compounds (VOC) of proposed architectural coatings shall not exceed 25 g/l for interior applications.*
- *The volatile organic compounds (VOC) of proposed architectural coatings shall not exceed 25 g/l for exterior applications.*

*This measure shall conform to the performance standard that emissions of volatile organic compounds from application of interior or exterior coatings shall not exceed the daily emissions thresholds established by the South Coast Air Quality Management District. The CRP shall specify use of High-Volume, Low Pressure (HVLP) spray guns for application of coatings.*

Use of low-VOC coatings during construction activities will reduce VOC emissions to 67.72 lbs/day, less than the threshold established by SCAQMD as shown in Table 2 below.

**Table 2**  
**Mitigated Maximum Daily Construction Emissions for ROG (lbs/day)**

Source	ROG
<i>Summer</i>	
2014	2.58
2015	67.72
<i>Winter</i>	
2014	2.64
2015	67.72
<b>Threshold</b>	<b>75</b>
Substantial?	No

Long-term criteria air pollutant emissions will result from the operation of the proposed warehouse. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile, truck, and other vehicle sources associated with daily trips to and from the warehouse. The California Emissions Estimator Model (CalEEMod) was utilized to estimate mobile source emissions. Trip generation (1.68 daily trips per 1,000 SF) based on the project traffic study prepared by Kunzman Associates. The fleet mix was converted from axels into vehicle weight class based on guidance provided by SCAQMD in Appendix E of the CalEEMod *Users Guide*. The heavy duty fleet mix is comprised of approximately seven percent heavy-heavy-duty (HHD), nine percent medium-heavy-duty (MHD), and 24 percent light-heavy-duty (LHD1). The remaining 60 percent of the fleet mix is allocated to passenger vehicles (LDA). It should be noted that NO<sub>x</sub> emissions, as modeled in CalEEMod, do not account for the five-minute idling restrictions required by State law. Idling emissions factors were reduced to account for these regulations. Assuming an opening year of 2016 with the building occupied and

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operational, the total results of the CalEEMod model for summer and winter conditions are summarized in Table 3 (Operational Daily Emissions (lbs/day)).

Area source emissions are the combination of many small emissions sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed warehouse. Energy demand emissions result from use of electricity and natural gas. Emissions from area and energy sources were estimated using CalEEMod defaults. Area and energy source emissions are included in Table 3. Based on the results of the model, maximum daily operational emissions associated with the proposed warehouse will not exceed the thresholds established by SCAQMD. Operational air quality impacts will be a less than significant.

**Table 3**  
**Operational Daily Emissions (lbs/day)**

Source	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sup>10</sup>	PM <sup>2.5</sup>
<i>Summer</i>						
Area Sources	15.14	0.00	0.00	0.00	0.00	0.00
Energy Demand	0.02	0.17	0.14	0.00	0.01	0.01
Mobile Sources	5.38	46.41	40.11	0.11	11.36	2.22
<i>Summer Total</i>	<i>20.54</i>	<i>46.58</i>	<i>40.25</i>	<i>0.11</i>	<i>11.37</i>	<i>2.23</i>
<i>Winter</i>						
Area Sources	15.14	0.00	0.00	0.00	0.00	0.00
Energy Demand	0.02	0.17	0.14	0.00	0.01	0.01
Mobile Sources	5.45	48.12	40.08	0.10	11.38	2.24
<i>Winter Total</i>	<i>20.61</i>	<i>48.29</i>	<i>40.22</i>	<i>0.10</i>	<i>11.39</i>	<i>2.25</i>
Threshold	55	55	550	150	150	55
Substantial?	No	No	No	No	No	No

- III c) **Less Than Significant with Mitigation Incorporated.** Cumulative short-term, construction-related emissions from the project will not contribute considerably to any potential cumulative air quality impact because short-term project emissions will be less than significant with mitigation incorporated as identified in Mitigation Measure III-1 above and other concurrent construction projects in the region will be required to implement standard air quality regulations and mitigation pursuant to State CEQA requirements, just as this project has.

The SCAQMD CEQA Air Quality Handbook identifies methodologies for analyzing long-term cumulative air quality impacts. These methodologies identify three performance standards that can be used to determine if long-term emissions will result in cumulative impacts. Essentially, these methodologies assess growth associated with a land use project and are evaluated for consistency with regional projections. Consistency with the Air Quality Handbook methodology would demonstrate that the project's cumulative impacts are not significant. Exceedance of regional projections could result in potentially significant impacts.



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To determine if the project could result in cumulative impacts, the methodology identified in Table A9-15 of the Air Quality Handbook has been utilized. This method establishes a minimum one percent per year reduction in project emissions over the life of the project. If this minimum reduction were met, the project would not result in a significant cumulative impact because emissions would demonstrate consistency with the AQMP.

Opening-year emissions (2016) and year 2040 emissions are summarized in Table 4 (Long-Term Cumulative Emissions Reductions (tons/yr)), based on an assumed 24-year (2016 to 2040) lifespan for the proposed warehouse. Generally, a 30-year lifespan is utilized for the life of a project; however, CalEEMod only provides emissions estimated up to year 2040. As emissions technology improves past year 2040, emissions will be reduced beyond those modeled in Table 4. The variance between year 2040 emissions and the maximum allowable one percent per year emissions threshold indicates that Year 2040 cumulative emissions from operation of the proposed building will be less than maximum allowable emissions as summarized in Table 4.

**Table 4**  
**Long-Term Cumulative Emissions Reductions (tons/yr)**

Year	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sup>10</sup>	PM <sup>2.5</sup>
2016	3.72	8.48	7.30	0.02	1.89	0.40
2040	3.19	3.93	3.31	0.02	1.71	0.16
<i>Maximum Allowable Emissions</i>	2.92	6.66	5.74	0.02	1.48	0.31
Variance	<b>0.27</b>	<b>-2.73</b>	<b>-2.43</b>	<b>0.00</b>	<b>0.23</b>	<b>-0.15</b>
Year 2040 > Max Allowable?	<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>Yes</b>	<b>No</b>

- III d) **Less Than Significant Impact.** Distribution warehouses result in the generation of heavy diesel truck traffic and have been linked with high emissions of diesel particulate matter (DPM), established as an air toxic contaminant by ARB in 1998. DPM was identified as a toxic because of its potential to cause cancer, premature deaths, and other health problems. Health hazards associated with DPM are especially hazardous for children because their lungs are still developing, and the elderly who may have other serious health problems. There is one sensitive land use located within one-quarter mile of the proposed warehouse, a single-family home approximately 0.22 miles south of the project.

Cancer risk and non-cancer health risks from construction activities were analyzed using the EPA SCREEN3 model and guidance provided by SCAQMD. SCREEN3 is a single source Gaussian plume model that provides maximum ground-level concentrations for point, area, flare, and volume sources. The emissions factors for idling trucks and on-site truck movement were modeled using EMFAC2011. EMFAC2011 was developed by ARB to calculate emissions inventories for mobile vehicles operating in California based on raw vehicle data.

Idling and running emissions (10 miles per hour) were for afternoon peak hour truck traffic consisting of seven light-heavy duty trucks (LHD1), six medium-heavy duty trucks (T6), and four heavy-heavy duty trucks (T7). With a building size of 289,327

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square meters ( $m^2$ ), the maximum idling and running emissions factor from the proposed building is  $1.32908E-09$  grams per second per square meter ( $g/sec/m^2$ ). Truck movement was estimated at 0.25 miles per truck reflecting the length of the longest proposed drive aisle. These emissions factors were input into SCREEN3 to estimate DPM concentrations in a 1,000-meter grid around the project site at 100-meter transects. SCREEN3 indicates that the *worst-case* maximum concentration will occur 251 meters (824 feet) from the southwest of the project site at  $0.3518E-01$   $\mu g/m^3$ . The discrete and maximum grid receptor concentrations around the proposed warehouse are summarized in Table 5 (Maximum Diesel Particulate Concentrations).

**Table 5**  
**Maximum Diesel Particulate Concentrations ( $\mu g/m^3$ )**

Distance (m)	Concentration	Direction (deg)
1	0.2417E-01	16
100	0.2983E-01	10
200	0.3321E-01	5
300	0.3243E-01	22
400	0.2206E-01	17
500	0.1704E-01	9
600	0.1400E-01	0
700	0.1178E-01	0
800	0.1006E-01	0
900	0.8704E-02	0
1000	0.7617E-02	0

The incremental increase of cancer risk in the project vicinity ranges from 6.42 persons in one million at the nearby residence (approximately 353 meters from the project site) to 6.96 persons in one million at maximum concentration. These incremental increases are less than the threshold of 10 in one million ( $1.000E-05$ ) established by SCAQMD. The non-cancer hazard index ranges from 0.005 to 0.006. These hazard index values are less than the threshold of 1.0 established by SCAQMD. The results of the cancer and non-cancer risk assessments are summarized in Table 6 (Cancer and Non-Cancer Risk).

**Table 6**  
**Cancer and Non-Cancer Risk**

Distance	Cancer Risk	Non-Cancer Risk
251	6.966E-06	0.007
Threshold	10.000E-06	1.000
Substantial?	No	No

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to violate state and federal CO standards at intersections, even if the broader Basin is in attainment for federal and state levels. In general, SCAQMD and the California Department of Transportation *Project-Level Carbon Monoxide Protocol* (CO Protocol) recommend analysis of CO hotspots when a project



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increases traffic volumes at an intersection by more than two percent that is operating at LOS D or worse.<sup>1 2</sup> According to Section 3.1.3 of the Protocol, the project is not regionally significant and therefore is only required to examine local impacts. Regionally significant projects are defined in 40 CFR Section 93.101 and through extension in 40 CFR Section 93.105(c)(1)(ii), as follows:

*Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.*

Localized impacts are analyzed in Protocol Section 4. The local analysis procedures in Section 4.7.1 indicate that the project has the potential to worsen air quality (as defined for Protocol purposes only) because it will result in an increase in the number of vehicles operating in *cold start* mode by more than two percent. *Cold Start* mode refers to a vehicle started after an hour or more being turned off. The project will also increase average daily trip (ADT) by more than two percent on local roadways and will likely result in some decrease in average speeds due to the increased traffic at the project site ingresses and egresses. The local analysis procedures then direct to Protocol Sections 4.7.3 and 4.7.4. These sections indicate that if the project involves signalized intersections performing at Level of Service (LOS) E or worse than the project will be subject to a screening analysis. The proposed project will not involve signalized intersections operating at LOS E or worse as identified in the project traffic study (with improvements). The final section (4.7.5) looks at special conditions that could result in potential hotspot formations even if poorly performing intersections are not involved. Because the project includes a high percentage of vehicles operating in cold start mode coupled with high traffic volumes, a screening analysis is performed to determine if a detailed analysis will be required. Section 4.4 references Appendix A of the Protocol for screening purposes; however, because of the age of the assumptions used in the screening procedures, they are no longer acceptable. The Sacramento Metropolitan Air Quality Management District (SAQMD) developed a screening threshold that states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis.<sup>3</sup> The project will not involve an intersection experiencing this level of traffic; therefore, the project passes the screening analysis and impacts are deemed acceptable. Based on the local analysis procedures, the project is satisfactory pursuant to the Protocol and will not result in a CO hotspot.

- III e) **No Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals,

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paper, etc.). The proposed warehouses are not considered sensitive receptors and will not be substantially affected by potential odors from any surrounding operations that may potentially produce odors. The proposed warehouses, in turn, do not produce odors that would affect a substantial number of people.

**Therefore, significant adverse impacts are identified without mitigation; Mitigation Measure III-1 will reduce the project's air quality impacts to less than significant on both a regional and localized level.**

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**IV. BIOLOGICAL RESOURCES - Would the project:**

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc...) through direct removal, filling, hydrological interruption, or other means?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**SUBSTANTIATION :**

- IV a) **No Impact.** Little vegetation exists on the site to provide habitat for any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The project site is highly disturbed with light non-native vegetation and construction debris.
- IV b) **No Impact.** The project site is currently vacant and no riparian habitat or other sensitive natural community is present. The project is not anticipated to impact any such habitats.

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- IV c) **No Impact.** Section 404 of the Clean Water Act defines wetlands as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas.” [Ref. EPA Regulations listed at 40 CFR 230.3(t)].

The California Department of Fish and Wildlife found the U.S. Fish and Wildlife Service (Section 404 definition above) wetland definition and classification system to be the most biologically valid. The Department of Fish and Wildlife staff uses this definition as a guide in identifying wetlands. Based on a field survey, the site does not contain any features that meet the definition of “wetlands.”

- IV d) **No Impact.** Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human development. Corridors effectively act as links between different populations of a species. Interference with the movement of native resident migratory fish or wildlife species occurs through the fragmentation of open space areas caused by urbanization

Wildlife nursery sites are areas that provide valuable spawning and nursery habitat for fish and wildlife. Wildlife nursery sites occur in a variety of settings, such as trees, wetlands, rivers, lakes, forests, woodlands and grasslands to name a few. The use of a nursery site would be impeded if the use of the nursery site was interfered with directly or indirectly by a Project’s development or activities.

As noted in the responses to Questions IV a-c above, the site does not have habitat or features that would support a wildlife corridor or a wildlife nursery site. In addition, the project site is surrounded by development to the north, vacant to the west and citrus orchards to the south and east, preventing the use of the project site and surrounding area as a wildlife corridor.

- IV e) **No Impact.** As noted in the responses to Questions IV a-d above, the site does not support sensitive biological resources or trees and therefore will not be in conflict with local policies or ordinances protecting biological resources, including a tree protection ordinance.

- IV f) **No Impact** This project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, because no such plan has been adopted in the area of the project site. The County of San Bernardino has not adopted a Habitat Conservation Plan for the region. Likewise, there is no local, regional or state habitat conservation plan that governs the project site or vicinity.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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V. CULTURAL RESOURCES - Would the project

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?    | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?       | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries?                          | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**SUBSTANTIATION** (Check if the project is located in the Cultural ☐ or Paleontologic ☐ Resources overlays or cite results of cultural resource review):

- V a) **Less Than Significant Impact.** The project will not cause a substantial adverse change in the significance of a historical resource, because no historic resources currently exist on the site. Further, should historical resources of significance be found during grading or excavation activities, the project is subject to the County's standard condition of approval regarding historical resources that requires the developer to contact the County Museum for determination of appropriate mitigation measures, such as isolation of the resource site, recovery of the item, and appropriate curation and documentation.
- V b) **Less Than Significant Impact.** The project site is covered with ruderal vegetation and debris, and is routinely disturbed by weed abatement discs. Minimal grading is proposed that would disturb the underlying soil that has potential for containing archaeological resources. In addition to the site's current condition, the site and surrounding area have in recent history (30 years and prior) been utilized for agricultural purposes that will have previously disturbed the ground. This project will not cause a substantial adverse change in the significance of an archaeological resource, because no resources have been identified on the site. Further, should archaeological resources of significance be found during grading or excavation activities, the project is subject to the County's standard condition of approval regarding historical resources that requires the developer to contact the County Museum for determination of appropriate mitigation measures, such as isolation of the resource site, recovery of the item, and appropriate curation and documentation.
- V c) **Less Than Significant Impact.** This project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature because the site and surrounding area surface is characterized as alluvial fan deposits of the Pliocene to Holocene era. Sediments from this more recent era of geologic activity do not typically contain fossil or other paleontological resources. While later aged sediments may exist beneath the surface deposits on the site, the minimal amount of grading proposed for the

project is not anticipated to disturb any potential paleontological resources that may exist beneath the surface. To further reduce the potential for impacts, the project will be subject to the County's standard condition which requires the developer to contact the County Museum for determination of appropriate mitigation measures if any finds are made during project construction.

- V d) **Less than Significant Impact.** No formal cemeteries are located on the project site. Disturbance of subsurface soils has the potential to uncover buried remains. If buried remains are discovered, the project proponent is required to comply with Section 5097.98 of the California Public Resources Code and Section 7050.5-7055 of the California Health and Safety Code, requiring halting of construction activities until a County coroner can evaluate the find and notify a Native American Representative if the remains are of Native American origin. With compliance with these regulations, impacts would be less than significant.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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VI. GEOLOGY AND SOILS - Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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ii. Strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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iii. Seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

iv. Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Result in substantial soil erosion or the loss of topsoil?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d) Be located on expansive soil, as defined in Table 181-B of the California Building Code (2001) creating substantial risks to life or property?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**SUBSTANTIATION** (Check ☐ if project is located in the Geologic Hazards Overlay District):

ai) **No Impact.** The project site is not located on a known fault as delineated by the *County of San Bernardino Geologic Hazards Map* (Map FH31C).



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aii) **Less Than Significant Impact.** The project will not expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. The nearest fault zones are the San Andreas fault zone located northeast (San Jacinto fault) of the project site. An earthquake produced from this or other nearby faults could result in strong ground shaking; however, the project will be reviewed and approved by County Building and Safety with appropriate seismic standards implemented. Adherence to standards and requirements contained in the building code for the design of the proposed structures will ensure that any impacts are less than significant by ensuring that structures do not collapse during strong ground shaking.

aiii) **Less Than Significant Impact.** The project site is not located within a suspected or generalized liquefaction susceptibility zone according to the *County of San Bernardino Geologic Hazards Map* (Map FH31C). Standard building code requirements would provide for less than significant impacts.

aiv) **No Impact.** According to the *County of San Bernardino Geologic Hazards Overlay Map* (Map FH31C), the Project is not located in an area susceptible to landslides. In addition, the project site is relatively flat and no new significant slopes will be created that would contribute to a landslide.

VI b) **Less Than Significant Impact.** The Project will not result in substantial soil erosion or the loss of topsoil, because the site will be paved and landscaped after it is developed. To control soil erosion during construction the Project proponent is required to comply with the National Pollutant Discharge Elimination System permit applicable to the Project area and prepare a Storm Water Pollution Prevention Plan. In addition, a Water Quality Management Plan is required which addresses post-construction soil erosion. Preparation and implementation of these plans is a mandatory requirement.

VI c) **Less Than Significant Impact.** Lateral spreading is a term referring to landslides that commonly form on gentle slopes and that have rapid fluid-like flow movement, like water. As noted in the response to Question VI (aiv) above, the site is not susceptible to landslides thus the impacts from lateral spreading are considered less than significant.

According to the *County of San Bernardino Geologic Hazards Overlay Map* (Map FH31C), the project is not located in an area that is susceptible to liquefaction or subsidence.

Adherence to standards and requirements contained in the Building Code for the design of the proposed structure will ensure that any impacts are less than significant. Compliance with the Building Code is a mandatory requirement.

VI d) **Less Than Significant Impact.** Expansive soils are not anticipated to occur on site in substantial amounts. Prior to grading, a soils report is required to ensure minimal impacts from expansive soils. These standard measures would reduce impacts from expansive soils to a less than significant level as concluded by the report.

VI e) **No Impact.** The project site will be served by a fully functional sewer system. The project will connect to this system and will not require use of septic tanks. No impact will occur.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

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**VII. GREENHOUSE GAS EMISSIONS** - Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

☐ ☒ ☐ ☐

- b) Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.

☐ ☐ ☒ ☐

**SUBSTANTIATION** *The following summaries are based in part on the project Climate Change Assessment prepared by MIG|Hogle-Ireland in April 2013. Please reference this document for further details. (Appendix A).*

- VII a) **Less Than Significant with Mitigation Incorporated.** The project will result in short-term greenhouse gas emissions from construction and installation activities associated with construction of the proposed warehouse. Greenhouse gas emissions will be released by equipment used for grading, paving, and building construction activities. GHG emissions will also result from worker and vendor trips to and from the project site. Table 7 (Construction Greenhouse Gas Emissions) summarizes the estimated yearly emissions from construction activities. Carbon dioxide emissions from construction equipment and worker/vendor trips were estimated utilizing the California Emissions Estimator Model (CalEEMod) version 2011.1.1. Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends in its draft threshold to amortize construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project GHG inventory. Amortized construction emissions are included in Table 7.

**Table 7**  
**Construction Greenhouse Gas Emissions**

Construction Year	GHG Emissions (MT/YR)			
	CO2	CH4	N2O	TOTAL*
2014	528.77	0.02	0.00	529.19
2015	222.20	0.01	0.00	222.44
SUB-TOTAL	750.97	0.03	0.00	751.63
AMORTIZED TOTAL^	25.03	0.001	0.00	25.05
* MTCO2E Note: Slight variations may occur due to rounding and variations in modeling software ^ Amortized over 30-years				

Warehousing and distribution activities will result in continuous greenhouse gas emissions from mobile, area, and operational sources. Mobile sources including vehicle trips to and

from the project site will result primarily in emissions of CO<sub>2</sub> with minor emissions of CH<sub>4</sub> and N<sub>2</sub>O. The most significant GHG emission from natural gas usage will be methane. Electricity usage by the warehouse and indirect usage of electricity for water and wastewater conveyance will result primarily in emissions of carbon dioxide. Disposal of solid waste will result in emissions of methane from the decomposition of waste at landfills coupled with CO<sub>2</sub> emission from the handling and transport of solid waste. These sources combine to define the long-term greenhouse gas inventory for the build-out of the proposed project.

To determine this inventory, CalEEMod was used. The methodology utilized for each emissions source is based on the CAPCOA *Quantifying Greenhouse Gas Mitigation Measures* handbook. A summary of the project's long-term greenhouse gas emissions inventory is included in Table 8 (Long-Term Greenhouse Gas Emissions). The emissions inventory is presented as metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>E) meaning that all emissions have been weighted based on their Global Warming Potential (GWP) (a metric ton is equal to 1.102 US short tons). Mobile sources are based on annual vehicle miles traveled (VMT) based on daily trip generation identified in the project traffic study. Natural gas usage and electricity usage are based on default demand figures utilized in CalEEMod.

**Table 8**  
**Long-Term Greenhouse Gas Emissions**

Source	GHG Emissions (MT/YR)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	TOTAL*
Energy	287.19	0.01	0.00	288.99
Mobile	2,618.04	0.04	0.00	2,618.98
Solid Waste	634.30	37.49	0.00	1,421.50
Water/Wastewater	5,404.02	11.36	1.17	6,005.09
<b>TOTAL</b>	<b>8,943.55</b>	<b>48.90</b>	<b>1.17</b>	<b>10,334.56</b>
* MTCO <sub>2</sub> E/YR				
Note: Slight variations may occur due to rounding				

According to the *County of San Bernardino Greenhouse Gas Emissions Plan*, because the project exceeds 3,000 MTCO<sub>2</sub>E/YR for operational emissions as shown in Table 8, the project must either reach 100 points on the County's mitigation checklist or quantify a 31 percent reduction in greenhouse gas emissions. This 31 percent reduction is calculated from *business-as-usual* conditions, meaning greenhouse gas emissions are calculated for the project as if measures required by AB32 were not in effect.

Greenhouse gas emission reductions are primarily based on statewide requirements and are consistent with the County's Greenhouse Gas Emissions Development Review Process. Each reduction is summarized below. Table 9 (Reduced Greenhouse Gas Emissions Inventory) summarizes the reductions applied to the project. Reductions equating to 34.99 percent have been identified; therefore, the project will not result in any substantial impacts related to greenhouse gas emissions. It should be noted that Table 9 does not account for other regulatory requirements such as commercial lighting requirements, heavy-duty vehicle efficiencies, and other State and local measures identified in the County's Development Review Process or the Scoping Plan that will further

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reduce GHG emissions. Impacts will be less than significant with mitigation incorporated.

**Table 9**  
**Reduced Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (MTCO <sub>2</sub> E/YR)*		
	Unmitigated	Reductions	Mitigated
Construction <sup>^</sup>	25.05	--	25.05
Energy Demand	288.99	E-3 -17.90	271.09
Mobile Emissions	2,618.98	T-1 & T-2 -157.55	2,093.90
		Idling Restrictions -367.53	
Solid Waste Disposal	1,421.50	Recycling -1,066.12	355.38
Water/Wastewater	6,005.09	Low-Flow Fixtures -1,036.19	4,144.78
		E-3 -824.12	
Sequestration	0.00	-155.61	-155.61
<b>TOTAL<sup>#</sup></b>	<b>10,359.61</b>	<b>-3,625.02</b>	<b>6,734.59</b>
<b>Reduction (%)</b>			<b>34.99</b>

\* MTCO<sub>2</sub>E/YR: metric tons of carbon dioxide equivalent per year  
<sup>^</sup> Construction impacts amortized over 30-years  
<sup>#</sup> Minor discrepancies may occur due to rounding

#### **Pavley and Low Carbon Fuel Standard Requirements**

Scoping Plan Measures T-1 and T-2 (see Table 6 of the air quality report) identify emissions standards designed to reduce greenhouse gas emissions in fuels dispensed in California. Emissions reductions from these measures were calculated using EMFAC2011 and resulted in a reduction of 157.55 MTCO<sub>2</sub>E/YR, 1.52 percent of the project greenhouse gas emissions inventory.

#### **Idling Restrictions**

As discussed in Section 4.4 of the project air quality and climate change report, California has implemented a five minute maximum idling restriction on Class 3 or greater trucks. This results in an approximate 92 percent (5 minutes from 60 minutes) decrease in idling emissions from these vehicles. Applying this regulatory requirement to the project CO<sub>2</sub> idling emissions factor reduced emissions by 367.53 MTCO<sub>2</sub>E/YR, 3.55 percent of the project greenhouse gas emissions inventory. This requirement has been incorporated as Mitigation Measure VII-1.

#### **Low-Flow Fixtures**

Pursuant to California Green Building Standards Code (CALGREEN) requirements, as discussed in Section 4.11 of the project air quality and climate change report, indoor water demand must be reduced by a minimum of 20 percent. This requirement was applied to the project using default reduction factors provided in CalEEMod. Use of low-flow fixtures will reduce greenhouse gas emissions from indoor water demand by 1,036.19 MTCO<sub>2</sub>E/YR, 10.00 percent of the project greenhouse gas emissions inventory. This requirement has been incorporated as Mitigation Measure VII-2.

#### **Renewable Portfolio Standard**

Scoping Plan Measure E-3 (see Table 6 of the project air quality and climate change report) will increase electricity production from eligible renewable power sources to 33 percent by 2020. By 2020, this requirement will reduce emissions from electricity used for



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water supply and conveyance in California by approximately 15.2 percent of emissions from electricity generation (in-State and imports) and operational electricity requirements by seven percent. This will reduce greenhouse gas emissions from water conveyance by 824.12 MTCO<sub>2</sub>E/YR and non-renewable electricity demand by 17.9 MTCO<sub>2</sub>E/YR, 8.13 percent of the project greenhouse gas emissions inventory.

### **Recycling Program**

A 75 percent diversion rate was applied to the project solid waste disposal rate consistent with the County diversion goals as identified as Reduction Measure R2W6 in the Greenhouse Gas Emissions Reduction Plan and Development Review Process manual. This will reduce greenhouse gas emissions from solid waste disposal by 1,066.12 MTCO<sub>2</sub>E/YR, 10.29 of the project greenhouse gas emissions inventory.

### **Carbon Sequestration**

Carbon sequestration is the process of storing or removing CO<sub>2</sub> from the atmosphere. Forests, vegetation, wetlands, and other ecosystems act as CO<sub>2</sub> *scrubbers* by absorbing CO<sub>2</sub> as they grow.<sup>4</sup> CalEEMod calculates sequestration in project landscaping utilizing the methodology in the CAPCOA mitigation handbook. Currently, there are no hardwood trees on the project site with the remainder of the site covered in grasses (ruderal). The project includes planting of 212 new trees including Italian Cypress, Lombardy Poplar, Crape Myrtle, Camphor Tree, California Pepper, Chinese Flame Tree, Afghan Pine, London Plane Tree, California Sycamore, African Sumac, Brisbane Box, and Mexican Fan Palm. A net increase in 212 trees will accumulate approximately 155.61 MTCO<sub>2</sub>E/YR, 1.50 of the project greenhouse gas emissions inventory.

- VII b) **Less Than Significant Impact.** In August 2007, the San Bernardino County Board of Supervisors launched four environmental initiatives known as Green County San Bernardino. These initiatives include use of green building practices in all new/redeveloped County buildings, a voluntary green building program for developers, waiver of County building fees for incorporation of green building techniques, and establishment of the Green County San Bernardino website. These initiatives are critically tied with the County's current efforts to reduce greenhouse gas emissions through a GHG reduction plan and General Plan amendment. The County's Green County website provides information related to transportation, construction, recycling, and landscaping for the community to learn how to reduce individual and development-related carbon footprints.

In September 2011, the County of San Bernardino adopted the "Greenhouse Gas Emissions Reduction Plan". The purpose of the GHG Plan is to reduce the County's internal and external GHG emissions by 15 percent below current (2011) levels by year 2020 in consistency with State climate change goals pursuant to AB32. The specific objectives of the GHG Plan are as follows:

- Reduce emissions from activities over which the County has jurisdictional and operational control consistent with the target reductions of Assembly Bill (AB) 32 Scoping Plan;
- Provide estimated GHG reductions associated with the County's existing

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sustainability efforts and integrate the County's sustainability efforts into the discrete actions of this Plan;

- Provide a list of discrete actions that will reduce GHG emissions; and Approve a GHG Plan that satisfies the requirements of Section 15183.5 of the California Environmental Quality Act (CEQA) Guidelines, so that compliance with the GHG Plan can be used in appropriate situations to determine the significance of a project's effects relating to GHG emissions, thus providing streamlined CEQA analysis of future projects that are consistent with the approved GHG Plan.

The GHG Plan identifies goals and strategies to obtain the 2020 reduction target. Reduction measures are classified into broad classes based on the source of the reduction measure. Class 1 (R1) reduction measures are those adopted at the state or regional level and require no additional action on behalf of the County other than required implementation. Class 2 (R2) reflect quantified measures that have or will be implemented by the County as a result of the GHG Plan. Class 3 (R3) measures are qualified measures that have or will be implemented by the County as a result of the GHG Plan.

Section 5.6 of the GHG Plan identifies the procedures for reviewing development projects for consistency with the GHG Plan. The GHG Plan has been designed in accordance with Section 15183.5 of the State CEQA Guidelines which provides for streamline review of climate change issues related to development projects when found consistent with an applicable greenhouse gas emissions reduction plan. The GHG Plan includes a two-tiered development review procedure to determine if a project could result in a significant impact related to greenhouse gas emissions or otherwise comply with the Plan pursuant to Section 15183.5 of the state CEQA Guidelines. The initial screening procedure is to determine if a project will emit 3,000 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>E) per year or more. Projects that do not exceed this threshold require no further climate change analysis. Projects exceeding this threshold must meet a minimum 31 percent emissions reduction in order to garner a less than significant determination. This can be met by either (1) achieving 100 points from a menu of mitigation options provided in the GHG Plan or (2) quantifying proposed reduction measures. Projects failing to meet the 31 percent reduction threshold would have a potentially significant impact related to climate change and greenhouse gas emissions.

As analyzed and discussed in VII a), the project will exceed the 3,000 MTCO<sub>2</sub>E/YR screening threshold identified in the GHG Plan but a 31 percent reduction in business-as-usual GHG emissions has been demonstrated; therefore, the project is consistent with the GHG Plan pursuant to Section 15183.5 of the State CEQA Guidelines.

**Therefore, with incorporation of Mitigation Measures VII-1 through VII-2, impacts will be less than significant.**

**Mitigation Measure VII-1. *Idling Restrictions.*** Tenants of the proposed project shall comply with State idling requirements.

**Mitigation Measure VII-2. *CALGREEN Requirements.*** Prior to issuance of building permits, the County Building and Safety Division shall verify that construction drawings reflect all applicable



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CALGREEN requirements of the California Building Code in the design of each proposed building, including use of low-flow fixtures.

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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS -</b>				
Would the project:				
a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- VIII a) **Less Than Significant Impact.** The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials because any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.
- VIII b) **Less Than Significant Impact.** The project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, because any proposed use or activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.
- VIII c) **No Impact.** The project is not located within ¼ mile of an existing or proposed school and the project, as proposed, will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. The closest school, Packinghouse Christian Academy is 0.52 miles south of the project site.
- VIII d) **No Impact.** The project site is not included on the list of hazardous materials sites compiled in accordance with Government Code No. 65962.5.
- VIII e) **Less than Significant with Mitigation Incorporated.** The project site is approximately 0.94 miles southeast of the San Bernardino International Airport (SBIA) formerly known as Norton Air Force Base and is located within an Airport Safety Review Area 3 (AR3). The project site is not within the landing or takeoff zones of the airport runways. An Airport Comprehensive Land Use Plan (ACLUP) has not been adopted for the SBIA, but is in preparation. The proposed structure height of 36 feet does not conflict with any height restrictions required for safe airport operations established in Federal Aviation Regulations (FAR) Part 77.17 (i.e. A height that is 200 feet above ground level, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport).

The following mitigation measures are proposed to ensure compatibility with operations of SBIA:

***Mitigation Measure VIII-1. AR3 Operational Requirements. The following standards and criteria shall apply to all operations, structures, and land uses:***

***a) All structures and land uses shall be designed and operated so that they shall not reflect glare, emit electronic interference, produce smoke, or store or dispense hazardous materials in such a manner that would endanger aircraft operations or public safety in the event of an aircraft accident. (to be confirmed prior to issuance of building permits)***

***b) Vegetation shall be maintained not to exceed the height limitations established in Federal Aviation Regulations (FAR) Part 77, unless otherwise provided by Form 7460-1)***

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***Mitigation Measure VIII-2. AR3 Design Requirements. The developer shall grant an Avigation and Noise Easement to the San Bernardino International Airport. The developer shall submit copies of the proposed Avigation & Noise Easement to both County Planning and the San Bernardino International Airport for review and approval. Also, notice shall be provided to any renters, lessees or buyers of the subject property that the site is subject to this Avigation and Noise Easement and that there will be aircraft over-flight with potential noise problems associated with aircraft operations. This information shall be incorporated into the CC & R's, if any, and in all lease and rental agreements. [Mitigation Measure VIII-2] Prior to Building Permit/Planning***

- VIII f) **No Impact.** The project site is not within the vicinity or approach/departure flight path of a private airstrip.
- VIII g) **Less Than Significant Impact.** The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project proponent will be constructing Palmetto Avenue from just past the intersection of Alabama Street and Palmetto Avenue to east of the project boundary. The interior drive lanes will be the minimum width of 26 feet as required by the Uniform Fire Code. The project will not result in any substantial alteration to road design or capacity that would affect implementation of evacuation procedures nor result in any substantial increase in natural or man-made hazards that would increase the potential for evacuation. In addition, the project has adequate emergency access via River Bluff Avenue and Palmetto Avenue.
- VIII h) **No Impact.** The project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, because the site is not adjacent to dense brush or other features typically associated with wildfires.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>IX. HYDROLOGY AND WATER QUALITY - Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structure that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including				

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- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow?          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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- IX a) **Less Than Significant Impact.** The project will not violate any water quality standards or waste discharge requirements, because the project's design incorporates measures to diminish impacts to water quality to an acceptable level as required by state and federal regulations. The project requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) to determine the project's potential impacts on water quality caused by storm event runoff. Since project construction would encompass an area greater than an acre, the project would be subject to a General Construction Permit under the NPDES permit program of the federal Clean Water Act. As required under the General Construction Permit, the project applicant (or contractor) would prepare and implement a SWPPP. The SWPPP requires submittal of a Notice of Intent (NOI) to the Santa Ana RWQCB prior to construction activities. Implementation of the SWPPP would begin with the commencement of construction and continue through the completion of the project. The objectives of a SWPPP are to identify pollutant sources (such as sediment) that may affect the quality of storm water discharge and to implement Best Management Practices (BMPs) to reduce pollutants in storm water.

The project applicant and/or its construction contractor would use BMPs as described in the WQMP. These BMPs would be used to prevent the degradation of water quality in the construction area and during operation of the project.

In addition, the project will be served by the City of Redlands for potable water and sewer services and is subject to independent regulation by local and state agencies that ensure compliance with both water quality and waste discharge requirements. Potential impacts to these purveyors' facilities are detailed further in the Utilities and Service Systems section.

- IX b) **Less Than Significant Impact.** The project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level, because the project is served by an existing water purveyor that has indicated that there is currently sufficient capacity in the existing water system to serve the anticipated needs of this project. The project will change the majority of the project site to an impervious surface due to paving and building construction. The project will have a detention basin located on the west side of the project along Alabama Street. This detention basin will serve to capture the excess runoff created by the additional on-site impervious surfaces, and thus minimize impacts the project has on local groundwater recharge. Impacts will be less than significant.
- IX c) **Less Than Significant Impact.** The project will not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site, because the project does not propose any substantial alteration to a drainage pattern, stream or river and the project is required to submit and implement an erosion control plan with the submittal of final grading plans.



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The site will drain into a detention basin located on the west side of the project site.

- IX d) **Less Than Significant Impact.** As discussed in Section IX c) above, a vegetated detention basin will be located west of Building 13. The proposed detention basin would limit the increase of outflow from the project site. This increase in outflow is anticipated to be adequately handled by downstream facilities, thus limiting these impacts to less than significant. The project includes a typical stormwater drainage design where flows are directed towards on-site catch basins and are ultimately discharged into the proposed basin. Flows will be retained and stormwater will percolate into the groundwater basin, thus the drainage design of the project will ensure that on- or off-site impacts are minimized. Impacts will be less than significant.
- IX e) **Less Than Significant Impact.** The project will not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The project includes a series of onsite storm drains and a detention basin that will collect, detain, and treat flows. See the previous discussion in Subsection VII c) regarding existing and proposed drainage design and the increase in flow rates. According to the WQMP prepared for the project, these basins will provide adequate treatment for the runoff anticipated by the project. All necessary drainage improvements on site will be required as conditions of the construction of the project. There will be adequate capacity in the local and regional drainage systems so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of stormwater flows originating from or altered by the project.
- IX f) **Less Than Significant Impact.** The project will not otherwise substantially degrade water quality, because appropriate measures relating to water quality protection, including erosion control measures have been included in the project design as described in Subsection IXa above. The project is not anticipated to result in any other water quality impacts that are not otherwise regulated by local, state, or federal regulations.
- IX g) **No Impact.** The project will not place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, because the project does not propose housing and is not within identified FEMA designated flood hazard areas as shown on *San Bernardino County's General Plan Hazard Overlays Map*. (Map FH31C),
- IX h) **No Impact.** The project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows, because the site is not within an identified FEMA designated flood hazard area as shown on *San Bernardino County's General Plan Hazard Overlays Map*. (Map FH31C),
- IX i) **No Impact.** According to the *County of San Bernardino Hazards Overlay Map* (Map FH31C), the project site and surrounding area is not located within a designated dam inundation area. The project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, as no levee or dam are located in the vicinity of the project.

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- IX j) **No Impact.** The project will not be impacted by inundation by seiche, tsunami, or mudflow, because the project is not adjacent to any body of water that has the potential of seiche or tsunami. Based on the responses to Questions VI (a) and VI (c) of this Initial Study Checklist, the project site is not located in an area prone to landslides, soil slips, or slumps. Therefore, the proposed project would have no impacts from mudflows.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>X. LAND USE AND PLANNING - Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- X a) **No Impact.** The project will not physically divide an established community because the project is a logical and orderly extension of the planned land uses and development that are established within the surrounding area.
- X b) **No Impact.** The project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, because the project is consistent with all applicable land use policies and regulations of the County Code and General Plan. The project is not located within any of the hazard protection, resource preservation and land use overlays as identified in the overlay maps for Biotic Resources, Open Space, Cultural Resources, Flooding, Dam Inundation, Noise, Fire, and Airport Safety Review. The project site is designated as IR (Regional Industrial) and the proposed use is consistent with that designation.
- X c) **No Impact.** The project site is not located within any habitat conservation plan or natural community conservation plan, therefore no conflict will occur.<sup>5 6</sup>

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**XI. MINERAL RESOURCES - Would the project:**

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**SUBSTANTIATION :**

- XI a) **Less Than Significant Impact.** According to the City of Redlands General Plan Mineral Land Classification Map and the USGS Geological Survey Map, the project is located in a Mineral Resource Zone (MRZ) 2 and is identified as an area of significant mineral resources based on geologic data.<sup>7</sup> MRZ 2 is defined as an area where adequate information indicates that significant mineral deposits are present, or where there is a high likelihood of their presence exists.

Extraction of mineral resources in the project area is not supported by the San Bernardino County General Plan, which has designated the area for industrial uses. Currently there is an intensive industrial development in the EV/IR region that would make mineral extraction incompatible. Over the long-term, as existing agricultural parcels are developed into industrial uses in accordance with the General Plan, mineral extraction operations will no longer be compatible with the area as defined by the State Geologist. Based on the nominal amount of resource loss and current land use designations, impacts related to the loss of known, valuable mineral resources will be less than significant.

- XI b) **No Impact.** The County of San Bernardino General Plan does not identify any locally important mineral resources. No impact will occur.<sup>8</sup>

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**XII. NOISE** - Would the project result in:

- |   |                          |                                     |                                     |                                     |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**SUBSTANTIATION :**

- XII a) **Less Than Significant Impact.** Noise can be defined as unwanted sound. Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called *bels*. In order to provide a finer description of sound, a *bel* is subdivided into ten *decibels*, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which

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humans generally notice a *barely perceptible* change in sound and a 5 dBA change is generally *readily perceptible*.<sup>9</sup>

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise has been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:<sup>10</sup>

**L<sub>EQ</sub> (Equivalent Energy Noise Level):** The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. L<sub>EQ</sub> is typically computed over 1-, 8-, and 24-hour sample periods.

**CNEL (Community Noise Equivalent Level):** The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00pm to 10:00pm and after addition of ten decibels to sound levels in the night from 10:00pm to 7:00am.

**L<sub>DN</sub> (Day-Night Average Level):** The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00pm and before 7:00am.

CNEL and L<sub>DN</sub> are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. L<sub>EQ</sub> is better utilized for describing specific and consistent sources because of the shorter reference period. The project will not expose persons to or generate noise levels in excess of standards published in the local general plan or noise ordinance. The proposed warehouse is not a sensitive receptor to noise and is not subject to County noise standards for exposure to mobile noise sources. The project is subject to the San Bernardino County Development Code Noise 70 decibel standard<sup>11</sup>, A-weighted (dBA) noise standard for noise generated by stationary sources. Project operational activities will take place within the proposed warehouse and docking area, keeping any associated noise near the center of the project area. Loading and unloading activities do not generate excessive noise like some industrial activities. The project has been conditioned to comply with the noise standards of the County Development Code. Impacts will be less than significant.

- XII b) **Less Than Significant Impact.** Ground-borne vibration is an oscillatory motion that is often described by the average amplitude of its velocity in inches per second or more specifically, peak particle velocity. Ground-borne vibration is much less common than airborne noise; the ambient peak particle velocity of a residential area is commonly 0.0003 inches per second or less, well below the threshold of human perception of 0.0059 inches per second. Nonetheless, human reactions to vibration are highly subjective, and even levels below the threshold can cause minor annoyances like rattling of dishes, doors, or fixtures.

Passing haul trucks may generate ground-borne vibration noise that may be perceptible at adjacent sensitive receptors. Based on Caltrans data, haul trucks would not be anticipated to exceed a 0.10 in/sec peak particle velocity (ppv) at 10 feet. Predicted vibration levels at the nearest offsite structures, which are located 35 feet or more from the traveled roadway



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segments, would not be anticipated to exceed even the most conservative damage threshold of 0.2 inch/second ppv.

Hauling and vibration intensive construction activities should be limited to daytime hours whenever feasible to minimize any ground vibration noise impacts related to construction at adjacent sensitive receptors.

The project will not expose persons to or generate excessive groundborne vibration or groundborne noise levels because the project has been conditioned to comply with the vibration standards of the County Development Code and no vibration exceeding these standards is anticipated to be generated by the proposed project.

- XII c) **Less Than Significant Impact with Mitigation.** Existing and Existing Plus Project noise levels were modeled for each roadway segment included in the traffic study in order to calculate project generated increases in ambient noise levels, as well as noise levels overall with operation of the project. The noise level was found at the nearest sensitive receptor for each roadway segment.

The existing traffic noise model resulted in noise levels of 46.0-67.0 dBA CNEL at nearby sensitive receptors near roadways. The ambient noise levels at several sensitive receptors in the project vicinity are already above standards set by both the County of San Bernardino and the City of Redlands. The results of the Existing traffic noise model are shown in Table 10 (FHWA-RD-77-108 Traffic Noise Model Results).

**Table 10**  
**FHWA-RD-77-108 Traffic Noise Model Results**

Roadway	Segment	Distance from roadway centerline to receiver (ft)	Modeled Noise Levels (dBA CNEL)		
			Existing	Existing Plus Project	Increase
Alabama Street	South of San Bernardino Avenue	95	67.0	67.3	+0.2
Palmetto Avenue	West of Alabama Street	700	46.0	48.2	+2.2
Pioneer Avenue	East of Alabama Street	40	60.7	60.7	0.0
San Bernardino Avenue	West of Alabama Street	60	66.8	66.9	+0.1
	East of Alabama Street	90	65.8	66.2	+0.4

The Existing Plus Project traffic noise model resulted in noise levels of 48.2-67.3 dBA CNEL at nearby sensitive receptors.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA; that a change of 5 dBA is readily perceptible, and that an increase or decrease of 10 dBA sounds twice or half as loud. For example, doubling the traffic on a highway would result in an increase of 3 dB. Conversely, reducing traffic by one half would reduce the noise level by 3 dB. For purposes of this study, roadway noise impacts would be considered significant if the project increases noise levels for a noise sensitive land use by 3 dB CNEL and if: (1) the existing noise levels already exceed the 65 dBA CNEL residential standard, or (2) the project increases noise levels from below the 65 dBA CNEL standard to above 65 dBA CNEL.

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Noise levels along project area roadways are projected to increase from 0.0 to 2.2 dBA with the completion and operation of the proposed project. No road segment will experience an increase of more than 3 dBA. Therefore, project traffic would not result in a substantial increase in ambient noise levels.

The project will also include a substantial area for employee and visitor parking. Typical noises that may be generated by the proposed parking lot include landscaping maintenance, conversations and/or yelling in parking lots, vehicle doors closing, and car alarms. Activities that typically occur in parking lots can generate noise levels between 49 dBA (tire squeals) and 74 dBA (car alarms) at 50 feet. Because this is a private, almost entirely employee parking lot, these types of noises are not expected to occur as often as they would in a retail parking lot.

There are two sensitive receptors within one half mile of the proposed project. One is a single-family detached residential dwelling unit located along Pioneer Avenue south of the project site, and the other is a high school on the other (east) side of the I-210 Freeway. Project operational noise levels are expected to reach 33.7 dBA  $L_{eq}$  / 47.2 dBA  $L_{max}$  at the single-family detached residential dwelling unit location, and 29.5 dBA  $L_{eq}$  / 40.7 dBA  $L_{max}$  at the high school.

The daytime, evening, and nighttime average noise level ( $L_{eq}$ ) contour maps are shown on Exhibits 4.12-1 through 4.12-3 of the project noise study. The maximum noise level contour map is shown on Exhibit 4.12-4 of the project noise study. Exhibit 4.12-5 of the project noise study and shows the operational noise level at specific sensitive receptors.

Operation of the proposed project will not violate any County or City standards. Implementation of Mitigation Measure XVII-1 will further reduce the affect on the community and reduce the impact to less than significant.

- XII d) **Less Than Significant Impact with Mitigation.** Construction noise varies depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task e.g., hours and days of the week) and the duration of the construction work.

The initial phase of construction would involve mass grading of the site, along with site development activities, including construction of internal roadways and parking which involves fine grading, trenching, and paving activities. Following site preparation activities, the project would include construction of the building. Construction of the building would require the following phases: site development (fine grading, trenching, and paving), building construction, architectural coatings application, and paving associated with buildings. Mass site grading is expected to produce the highest construction noise levels. Grading of the site usually requires graders, dozers, excavators, and scrapers.

Noise levels associated with a worst-case construction scenario were calculated at nearby sensitive receptors utilizing the Road Construction Noise Model (RCNM) provided by the FHWA. Unmitigated noise levels could reach 54.4 dBA  $L_{eq}$  at the single-family detached

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residential dwelling unit and 50.1 dBA  $L_{eq}$  at the high school. These noise levels are similar to the existing ambient noise levels at these locations, and will likely be indistinguishable.

Project construction is not exempt from County of San Bernardino's Noise Standards for Stationary Noise Sources between the hours of 7:00 PM and 7:00 AM, on Sundays, or on Federal holidays. However, modeled construction noise levels do not exceed either the 30-minute ( $L_{30}$ ) or maximum ( $L_{max}$ ) County standard at the closest sensitive receptor, and are not likely to violate County standards for any period of time. Project construction will not result in a substantial increase in ambient noise levels.

Section 8.06.090(F) of the City of Redlands Municipal Ordinance requires that all mobile or stationary internal combustion engine powered equipment or machinery shall be equipped with exhaust and air intake silencers in proper working order, or suitable to meet the City of Redlands noise standards. Implementation of Mitigation Measures 12-2 and 12-3 will reduce the impact to less than significant levels.

- XII e) **Less Than Significant Impact.** The project is located approximately 0.94 miles southeast of the San Bernardino International Airport (formerly Norton Air Force Base). The project is located outside of the 65 dBA CNEL noise contours of the former Norton Air Force Base in the East Valley Regional Industrial area.<sup>12</sup> According to the East Valley Area Specific Plan, the surrounding land uses will transition to light industrial and the project will be in coherence with those uses.
- XII f) **No Impact.** The project is located southwest of a public airport and is not located within two miles of a private airstrip and therefore will not expose persons to excessive noise levels from aircraft operations from private airstrips.

**Therefore, significant adverse impacts are identified without mitigation; Mitigation Measure XII-1 and XII-2 will reduce the project's noise impacts to less than significant.**

**Mitigation Measure XII-1.** All operational equipment, fixed or mobile, shall be fitted with properly operating and maintained mufflers, consistent with manufacturers' standards. All available noise suppression devices and techniques should be utilized whenever possible to reduce exterior operational equipment noise to acceptable levels that are compatible with adjacent land uses. All stationary noise generating equipment shall be placed so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

**Mitigation Measure XII-2.** During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

**Mitigation Measure XII-3.** To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings, especially outside of the hours in which construction is exempt from the County of San Bernardino's noise ordinance.



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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**XIII. POPULATION AND HOUSING - Would the project:**

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**SUBSTANTIATION**

- XIII a) **Less Than Significant Impact.** The project site will be an industrial distribution warehouse facility and will require the extension of Palmetto Avenue which is classified as an arterial highway in the region. The project site is zoned regional industrial and will not include residential. Therefore, it will not directly or substantially increase population in the area. In addition, the project will not substantially increase the local population needing a particular type of infrastructure, directly or indirectly.

The project will generate new jobs and employment opportunities. This may generate a need for housing for new employees; however, considering the high unemployment rate for the area, the existing housing stock should accommodate the housing needs for those employed by the jobs generated by the project.

The project proposes a new warehouse facility, however, no tenants have been proposed so the number of employees cannot be determined at this time. Typically, new warehouses generate 100 to 250 jobs including warehouse employees and drivers that will be on-site in shifts. Employees could be full-time or part-time depending on the ultimate tenant. The Inland Empire has been considered to be housing rich with employees having to travel out of the area to work. Recently, warehouse and other industrial uses have begun to be developed in the area such that local residents are now able to commute shorter distances to work. The proposed project and any employment from indirect infrastructure improvement will likely draw from the local employment base for most of its workers. Therefore, the potential for substantial population growth in the area is less than significant.

- XIII b) **No Impact.** The proposed use will not displace substantial numbers of existing housing units, necessitating the construction of replacement housing, because the project site is vacant.
- XIII c) **No Impact.** The proposed use will not displace substantial numbers of people necessitating the construction of replacement housing elsewhere, because the project site is currently vacant.

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**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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#### XIV. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### SUBSTANTIATION

- XIV a) **Less Than Significant Impact.** The proposed project will not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire and police protection, schools, parks or other facilities. Any incremental impacts on level of service will be offset by the payment of development impact fees and/or property taxes. Impacts related to expansion of fire protection services will be less than significant.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.



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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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## XV. RECREATION

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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### SUBSTANTIATION

XV a) **Less Than Significant Impact.** The proposed project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, because the project will not generate any new residential units and the impacts to parks generated by the employees of this project will be minimal.

XV b) **Less Than Significant Impact.** The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, because the type of project proposed will not result in an increased demand for recreational facilities. Impacts are considered less than significant.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**XVI. TRANSPORTATION/TRAFFIC - Would the project:**

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Result in inadequate emergency access?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**SUBSTANTIATION** *The following summaries are based in part on the project Traffic Study prepared by Kunzman Associates dated February 5, 2013. Please reference this document for further details (Appendix F).*

- XVI a) **Less Than Significant Impact.** The project will result in the addition of approximately 900 daily vehicle trips in Passenger Car Equivalents, 60 Passenger Car Equivalents of which will occur during the morning peak hour and 66 Passenger Car Equivalents of which will occur during the evening peak hour, on roadways in the project vicinity, which is not anticipated to contribute traffic greater than the Congestion Management Plan (CMP) freeway threshold volume on Interstate 10 and Interstate 210 or CMP arterial link volume on roadway links serving CMP intersections in the City of Redlands. The traffic study prepared by Kunzman Associates, dated February 5, 2013, included traffic projections based on anticipated opening year (2014) conditions and "horizon year" (2035) conditions. For the Opening Year (2014) With Project traffic conditions, all study area intersections are

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projected to operate within acceptable levels of service except Alabama Street at Palmetto Avenue during the peak hours. For Year 2035 With Project traffic conditions, all study area intersections are projected to operate within acceptable levels of service during peak hours except for Alabama Street at River Bluff Avenue, Palmetto Avenue, Pioneer Avenue, and San Bernardino Avenue. Despite this, the LOS would not decrease from the levels anticipated for 2014 and 2035 without the project.

Incorporation of the following recommended on-site improvements would result in an acceptable LOS at impacted intersections. These are deemed standard development requirements and are not considered mitigation.

On-Site Improvements:

- Construct Alabama Street from River Bluff Avenue to Palmetto Avenue at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.
- Construct River Bluff Avenue from Alabama Street to the east project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.
- Construct Palmetto Avenue from Alabama Street to the east project boundary at its ultimate half-section width including landscaping and parkway improvements in conjunction with development, as necessary.

In addition to the proposed improvements, the payment of standard traffic impact fees would diminish any incremental impacts on area roadways and intersections from the project. Therefore, incorporation of recommended improvements and payment of impact fees will reduce potential impacts to a less than significant level.

- XVI b) **Less Than Significant Impact.** The project will not exceed, either individually or cumulatively, a Level of Service (LOS) standard established by the County Congestion Management Agency for designated roads or highways. The traffic study prepared by Kunzman Associates, dated February 5, 2013, determined that the project would not contribute traffic greater than the freeway threshold of 100 two-way peak trips or arterial link threshold of 50-two way peak trips in the morning and evening peak hours as defined by the County's Congestion Management Plan to the respective surrounding roads.
- XVI c) **No Impact.** The proposed project is located approximately 0.94 miles southeast of the San Bernardino International Airport (formerly Norton Air Force Base). The project site would not alter air traffic patterns and would therefore not result in substantial safety risks.
- XVI d) **Less Than Significant Impact.** If the project will substantially increase hazards due to a design feature, a significant impact could occur. No existing traffic hazards are known to exist in the immediate vicinity of the project. Roadways and intersections provide sufficient sight distance to limit the potential of any hazards and stop signs and traffic signals are placed at intersections to safely control traffic movements. The project will include the extension of Palmetto Avenue to just past the end of the project site. The project traffic study included in its recommendation that sight distance at each project access should be reviewed with respect to California Department of Transportation/County of San Bernardino standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

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The project proposes a warehouse, which will accommodate large trailer trucks that will not result in undue stacking that could lead to overflow onto Alabama Avenue. River Bluff Avenue and Palmetto Avenue have adequate queuing distance to accommodate up to four trucks on Palmetto Avenue and six trucks on River Bluff Avenue. Considering the project traffic study identifies 23 morning peak hour inbound trucks, equivalent to less than one truck per minute, no queuing will occur. Impacts will be less than significant.

- XVI e) **Less Than Significant Impact.** The proposed project will be accessible via Palmetto Avenue, Alabama Street and River Bluff Avenue. The project site plan identifies the 26 foot wide fire department access and turning radii entering the site and within the site, which are adequate to serve the site in case of an emergency. Therefore, the project would have less than significant impacts on the provision of adequate emergency access.
- XV f) **Less Than Significant Impact.** The project will not result in conflicts with adopted policies or plans related to alternative modes of travel, such as bus transit, bicycles or walking paths. The project is not located adjacent to or near an existing bike path or pedestrian facilities it could conflict with, nor does the County have adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities that apply to the proposed project site. Therefore, a less than significant impact will occur.

**Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
<b>XVII. UTILITIES AND SERVICE SYSTEMS - Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### SUBSTANTIATION

- XVII a) **Less Than Significant Impact.** The proposed project could affect Regional Water Quality Control Board treatment standards by increasing wastewater production, which would require expansion of existing facilities or construction of new facilities. Exceeding the RWQCB treatment standards could result in contamination of surface or ground waters with pollutants such as pathogens and nitrates.

Wastewater from the project will be collected through existing sewer infrastructure provided by the City of Redlands Municipal Utilities, Redlands Wastewater Treatment Facility (WWTF) where primary, secondary and tertiary treatment is performed onsite. The project proposes to replace a vacant lot with industrial use. The proposed warehouse use will discharge common wastewater from lavatory and kitchen activities. Such discharges will not require upgrades or new technology to be installed at the wastewater treatment facility to ensure continued compliance with wastewater discharge requirements.

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- XVII b) **Less Than Significant Impact.** According to the San Bernardino Valley Regional Urban Water Management Plan, the City of Redlands will provide water to the project site, and projects adequate water supplies for the project based upon current water supply and projected growth rates, estimated between 2015 and 2030.<sup>13</sup> No additional improvements to water lines or other facilities are required to serve the project.<sup>14</sup> Any incremental impacts on existing facilities would be offset by the payment of standard connection fees. Therefore, no substantial net increase in water demand will occur as a result of the project. Impacts related to expansion of water conveyance facilities will be less than significant.

Standard connection fees as established by the City will address incremental changes in wastewater flows resulting from proposed project and support periodic maintenance. Impacts related to expansion of wastewater facilities will be less than significant.

- XVII c) **Less Than Significant Impact.** The project site is currently vacant. A detention basin will be constructed on the west side of the project site. As is detailed in Section IX above, the project will not result in any off-site storm drain improvements. All onsite storm drain improvements are already addressed in the analysis included in the remainder of this initial study. Less than significant impact.
- XVII d) **Less Than Significant Impact.** The proposed project will have sufficient water supplies available to serve the project from existing entitlements and resources as the local water purveyor (City of Redlands) has given assurance that it has adequate water service capacity to serve the projected demand for the project, in addition to the provider's existing commitments. A "Will Serve" letter was provided by the City of Redlands dated October 24, 2012 stating that adequate storage and line capacity exists to serve the project.
- XVII e) **Less Than Significant Impact.** The project could result in significant impacts if the project required additional water supplies than are currently entitled. As discussed in Section b), the project would not substantially increase water demand. Therefore the project would have a less than significant impact on entitled water supplies.
- XVII f) **Less Than Significant Impact.** Various landfills serve the City of Redlands and surrounding areas. According to the California Department of Resources Recycling and Recovery, the California Street Sanitary Landfill provided for over 90% of the City of Redlands' total disposal by weight in 2011. The project site is located 1.5 miles north of the California Street Sanitary Landfill. As of 2009, the landfill had approximately 68% of its total capacity remaining and is planned not to close until 2042. This landfill and others utilized in the area are expected to have sufficient permitted capacity to accommodate the project's solid waste disposal needs for the foreseeable future.<sup>15</sup>
- XVII g) **No Impact.** The project will comply with all pertinent federal, state, and local statutes and regulations related to solid waste.

Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.



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Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:**

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which will cause Substantial adverse effects on human beings, either directly Or indirectly?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**SUBSTANTIATION**

- XVIII a) **Less Than Significant Impact.** The project does not have the potential to significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. There are no rare or endangered species or other species of plants or animals or habitat identified as being significantly and negatively impacted by this project. There are no identified historic or prehistoric resources identified on this site. If any archaeological or paleontological resources are identified during construction, the project is conditioned to stop and identify appropriate authorities, who properly record and/or remove for classification any such finds.
- XVIII b) **Less Than Significant Impact.** The project does not have impacts that are individually limited, but cumulatively considerable. The projects in the area to which this project would add cumulative impacts have either existing or planned infrastructure that is sufficient for all planned uses. These sites either are occupied or are capable of absorbing such uses without generating any cumulatively significant impacts. In addition, the analysis in this Initial Study Checklist demonstrated that the project is in compliance with all applicable regional plans including but not limited to, water quality control plan, air quality maintenance plan, and plans or regulations for the reduction of greenhouse gas emissions. Compliance with these regional plans serves to reduce impacts on a regional

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basis so that the Project would not produce impacts, that considered with the effects of other past, present, and probable future projects, would be cumulatively considerable.

- XVIII c) **Less Than Significant Impact.** The project will not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, as there are no such impacts identified by the studies conducted for this project or identified by review of other sources or by other agencies.

Increases in air quality and greenhouse gas emissions and noise will be created by the implementation of the project. These potential impacts have been thoroughly evaluated and appropriate mitigation measures have been required to be implemented.

Implementation of the mitigation measures will reduce the level of these impacts so that they are neither individually significant nor cumulatively considerable in terms of any adverse affects upon the region. Additionally, the project will be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval will further ensure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval.

**Therefore, no significant adverse impacts are identified or anticipated with mitigation measures incorporated.**

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## XIX. MITIGATION MEASURES

(Any mitigation measures, which are not 'self-monitoring', shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval)

### **MITIGATION MEASURES:** (Condition compliance will be verified by existing procedure)

**Mitigation Measure III-1. Coating Restrictions.** Prior to issuance of building permits, the project proponent shall submit, to the satisfaction of County Planning, a Coating Restriction Plan (CRP), consistent with South Coast Air Quality Management District (SCAQMD) guidelines and a letter agreeing to include in any construction contracts and/or subcontracts a requirement that the contractors adhere to the requirements of the CRP. The CRP measures shall be implemented to the satisfaction of County Building and Safety. These shall include the following:

- The volatile organic compounds (VOC) of proposed architectural coatings shall not exceed 25 g/l for interior applications.
- The volatile organic compounds (VOC) of proposed architectural coatings shall not exceed 25 g/l for exterior applications.

This measure shall conform to the performance standard that emissions of volatile organic compounds from application of interior or exterior coatings shall not exceed the daily emissions thresholds established by the South Coast Air Quality Management District. The CRP shall specify use of High-Volume, Low Pressure (HVLP) spray guns for application of coatings.

**Mitigation Measure VII-1. Idling Restrictions.** Tenants of the proposed project shall comply with State idling requirements.

**Mitigation Measure VII-2. CALGREEN Requirements.** Prior to issuance of building permits, the County Building and Safety Division shall verify that construction drawings reflect all applicable CALGREEN requirements of the California Building Code in the design of each proposed building, including use of low-flow fixtures.

**Mitigation Measure XII-1.** All operational equipment, fixed or mobile, shall be fitted with properly operating and maintained mufflers, consistent with manufacturers' standards. All available noise suppression devices and techniques should be utilized whenever possible to reduce exterior operational equipment noise to acceptable levels that are compatible with adjacent land uses. All stationary noise generating equipment shall be placed so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

**Mitigation Measure XII-2.** During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

**Mitigation Measure XII-3.** To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings, especially outside of the hours in which construction is exempt from the County of San Bernardino's noise ordinance.

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**GENERAL REFERENCES** (List author or agency, date, title)

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